

THE SHIPBUILDERS OF BATH, MAINE
IX. THE MINOTTS OF PHIPPSBURG

Properly speaking, Phippsburg perhaps is not part of Bath, but it lies only a few miles below Bath on the right bank of the Kennebec and its shipping was registered as of Bath, so we have no hesitation in including its builders among those of Bath.

The leading builder of square-riggers at Phippsburg was Charles V. Minott. Mrs. Charles V. Minott Jr., who still spends her summers at Phippsburg in the family mansion, has furnished us most of the information in the following account.

The shipbuilding story at Phippsburg begins in colonial times, when James McCobb (1710-1788) was the leading capitalist of Phippsburg Center. He was survived by two sons, Samuel, who died in 1791 before his father's estate was finally settled, and Thomas. Thomas McCobb joined with his step-brother, Mark Langdon Hill, to carry on the family business as Hill & McCobb. In December 1808 they sent the brig MARY JANE to sea in defiance of the Embargo Act of that year.

Thomas McCobb died in 1815. His widow, Rebecca Hill McCobb, the following year married Parker McCobb, who was the son of her late husband's older half-brother Samuel and had been looking after her financial affairs. Parker McCobb had a sister, Beatrice or Betsy, who married Colonel Andrew Reed; they had a son named William Maxwell Reed who married Caroline Drummond and who also was associated in the family business.

Mark Langdon Hill died in 1842, following which Caroline's brother, Captain James Drummond, began buying up the interests of the other members of the family. The following incomplete list gives vessels which various of the above individuals are listed as owning about this time:

Owned by M.L. Hill; built at Georgetown

1796 Sch MARK & MARY	112 tons
1799 Ship MAGISTRATE	228
1800 Sch MERCATOR	105
1801 Brig PATRON	162
1803 Brig MARY JANE (at Hallowell)	156
1804 Brig THOMAS	187

This issue goes to press on 17 May 1955; we hope to catch up some day.

1805 Ship HAMILTON MOORE	345
1806 Sch EVELINA	112
1809 Ship MOUNT HOPE	384
1818 Sch SALMON (at Phippsburg)	62

Thomas McCobb was listed as first master of MARY JANE, HAMILTON MOORE, and MOUNT HOPE.

Parker McCobb owner, built at Phippsburg:

1809 Brig CHANCE (at Georgetown)	199
1817 Sch REBECCA	60
1818 Sch HENRY	52
1819 Ship DARIEN	295
1821 Brig CUBA	216
1822 Brig REBECCA	156
1823 Brig ARAB (at Bath)	275
1825 Brig CORA	220
1832 Brig JAMES MCCOBB	170

Parker McCobb was first master of the CHANCE and of the brig ULYSSES of 1803 and ship PALLAS of 1811.

Wm.M. Reed owner, built at Phippsburg:

1832 Sch MADAWASKA	131
1841 Brig CREOLE	146

James Drummond owner:

1796 Brig HAZARD (Georgetown)	169
1817 Sch JANE (Phippsburg)	37
1838 Ship HANOVER (Bath)	577
1847 Ship T.J. ROGER (Bath)	543
1849 Ship SARATOGA (Bath)	1200
1850 Ship MAZATLAN (Bath)	462

Captain James Drummond was first master of HAZARD, HANOVER, and SARATOGA, and of the following other Kennebec-built vessels: sch. POLLY (1792), ship NON PAREIL (1795), brig JOHN MARSHALL (1823), sch. SUKEY (1825), brig CALEDONIA (1828), ship BIRMINGHAM ('36), ship NORWAY (1839), ship NORTH CAROLINA (1840).

In 1853, Charles V. Minott joined in partnership with Captain Drummond at Phippsburg. Charles Vincent Minott was born at Bowdoin, Me., 13 Oct. 1826, son of Thomas and Frances Minott. In 1845 he left home to work in

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the shipyard of Levi Houghton at Bath. Although he had only a common school education, he undertook to teach himself the finer points of the profession, and among his books still in the family is a copy of L. McKay's "Practical Shipbuilder" (1839) with the flyleaf inscribed "Charles V. Minott's book, Bath, Maine, Jan. 30, 1847." Two years later he went to the yard of Joseph Berry in Georgetown, and in 1850 he became Berry's master builder.

He must have worked on some, if not all, of the following vessels built by Berry in the next few years:

1850 Ship	HARRIET	534
1851 Sch	SAMPSON	128
1851 Ship	MONGOLLA	960
1852 Ship	MARY E. WHITTIER	495
1853 Bark	SILVER CLOUD	451
1853 Ship	SULTAN	1184

When he first came to Phippsburg, C.V. Minott built the brig NEBRASKA at a spot on the Kennebec shore near where a church and three houses are still standing. Then he joined Capt. Drummond in the other yard, where there were shops, a tide-mill dating from 1795, and a stone general store building erected in 1806 and still standing. He bought the old McCobb-Hill house, married, and lived out the rest of his days at Phippsburg. After Drummond's death in 1882, Minott bought the Drummond equity from the heirs, and as he had been buying up other McCobb-Hill titles for some years he finally became sole owner of the local land and business that had originally belonged to James McCobb.

Here is the list of vessels built at Phippsburg by Charles V. Minott:

1854 Brig	NEBRASKA	309
1854 Ship	CORTES	582
1856 Ship	AMORIEL	529
1856 Ship	CHARLOTTE A. MORRISON	570
1858 Bark	COMET	469
1859 2m.Sch	FLYING DUTCHMAN	49
1860 Ship	TIGER	1073
1862 Bark	ALICE MINOTT	505
1863 Ship	MARY E. RIGGS	1124
1864 Brig	VINCENT	409
1865 Bark	C. V. MINOTT	443
1866 2m.Sch	SARAH L. HARDING	60
1867 Ship	ALICE M. MINOTT	1093
1868 2m.Sch	HYNE	155
1870 Ship	MEROM	1204
1870 2m.Sch	ORIZON	58
1871 3m.Sch	SENORA	222
1872 2m.Sch	RIVAL	129
1873 2m.Sch	J. C. ROGERS	97
1874 3m.Sch	CORA	350
1874 3m.Sch	J. D. ROBINSON	470
1876 Ship	IVY	1253

1878 Ship	STANDARD	1534
1879 2m.Sch	MENTOR	82
1881 Ship	JAMES DRUMMOND	1556
1882 Ship	BERLIN	1552
1883 Ship	ST. CHARLES	1749
1885 3m.Sch	ST. THOMAS	742
1888 2m.Sch	BEN HUR	89
1890 Ship	ST. MARY	2043
1891 4m.Sch	MEROM	925
1893 Ship	ARYAN	2123
1896 4m.Sch	FRANCES M.	1228
1901 4m.Sch	ADA F. BROWN	1456
1904 5m.Sch	MARCUS L. URANN	1899

The MARCUS L. URANN was on the ways at the time of C.V. Minott's death in May 1903. She was completed by C.V. Minott Jr. and launched 25 Oct. 1904. The wharf gave way under her as she began to move at the first launching attempt, and it was some days later before she actually was put afloat.

Charles V. Minott Jr. was born in Phippsburg 12 Sept. 1867, and graduated FBK from Bowdoin in 1891. He worked with his father as secretary, accountant, and business representative. After 1904 he abandoned the shipyard, but continued to manage the Minott fleet until World War I. Then he sold out at very advantageous prices, keeping only (for sentiment) a small share in a Bath-built vessel. Thereafter he wintered in Boston, where he died in March 1936. His sister, Alice M. Minott, for whom two square-riggers were named, was born in April 1860 and died in June 1934.

Almost all the Minott vessels were built for their own management. The URANN was an exception, having been built for the Coastwise Transportation Co. She was named for the head of the Ocean Spray Co. of Cape Cod, and Christmas boxes of cranberries still come to members of the Minott family.

The ship ARYAN of 1893 enjoys the distinction of having been the last wooden full-rigged ship built in North America, and probably in the whole world, with the possible exception of India, Burma, or Siam. She was launched from a narrow strip of land between the Kennebec River and the road from Bath south to Popham Beach. While she was on the ways, passersby went beneath her bowsprit, which extended over the highway, some 90 feet above the ground. Today only some rotten scraps of timber that once were building ways give a clue to the visitor that here is the spot that marked a turning point in the maritime history of the United States.

BOOK REVIEWS

COLTON, J. Ferrell, "Windjammers Signifi- cant," xli, 296 pp; 188 ill; 9 plans; index. J.F. Colton & Co., Flagstaff, Arizona, 1954. Price \$10.00.

This is a remarkable book in many respects. There have been a few books describing a single vessel in such detail, but never before has a pair of sister ships been treated in a book-length study. The two vessels, which the author asserts to have been "the finest deepwater square-rigged sailing vessels ever constructed," (we hate to think of the arguments that could be developed out of that statement) were the German four-masted barks HANS and KURT, built at Port Glasgow in 1904.

The author sailed in 1937 in KURT, then owned as MOSHULU by Gustaf Erikson, and in 1941 was concerned with the fitting out of HANS as the six-masted schooner TANGO, so he is eminently qualified to write of the two vessels. He has collected all the available facts about the two ships, their construction, their masters, their first owners, and their ultimate fates.

Both ships had been chartered in 1914 for outward voyages from Hamburg to Santa Rosalia, Mexico, and homeward trips with wheat from Portland, Oregon. KURT was caught at Portland, where she was taken over by the U.S. Government in 1917 and later sold to the Charles Nelson Co. HANS stayed at Santa Rosalia, and after the War was bought by the Dollar Line of San Francisco and renamed MARY DOLLAR. As TANGO she was a gambling barge; then was rerigged as a schooner and ended as the Portuguese CIDADE DO PORTO. MOSHULU is still afloat as a barge at Stockholm.

The plans, including lines, together with the detailed description of rigging and fittings, make this an important book for anyone seeking information with which to make a model of a 20th Century square-rigger. The voyage lists and abstract logs furnish a good picture of the work of such vessels in the nitrate, lumber, and grain trades.

The book itself is patterned after Derby's "The Tall Ships Pass," and is an interesting example of modern offset reproduction from typewritten copy. Some of the photographs have suffered from too much copying; but they more than make up in quantity any lack of quality. The bibliography is extensive, although a history of HANS in "Tiller" for April 1947 was overlooked. Some of the spellings, such as "fyffe rails," "barque," and "analize," appear strange by American standards. The edition is limited to 1,000 copies.

CARR, Frank G.G., "The CUTTY SARK and the days of sail," 25 pp., ill. Cutty Sark Preservation Society, Palmerston House, Bishopsgate, London EC 2, 1954. Price 2/s.

To the growing shelf of books on the CUTTY SARK, whose latest move is reported in "Sailing Ship News" in this issue, is added this little volume, produced to be sold aboard as a souvenir. All the work and making the cuts, was donated, so that the booklet can be sold at a nominal sum and still yield a clear profit.

The author, Director of the National Maritime Museum, has assembled the salient facts of the clipper's career together with excellent illustrations. Many of the latter are new material, including a facsimile page from her ship's carpenter's notebook giving the dimensions of her masts.

CAMPBELL, G.F., "China Tea Clippers," 77 pp., ill. John de Graff Inc., N.Y., 1954. Price \$1.50.

Here is another little book about tea clippers, but about tea clippers in general rather than a specific vessel. The author is a naval architect, and he has produced a series of excellent drawings showing the salient features of British tea clippers in hull design, rigging details, and deck arrangement. To tie them together, he has designed a typical vessel of about 1855, to which he assigns the name "Foochow." This device allows him to present plans in rather more detail than is actually available for any named vessel of the period.

The deck arrangements, particularly the perspective drawings of poop and forecastle layouts, are the most useful items in this book. Although no effort has been made to identify the different patterns with actual vessels, there is no other available source for the various arrangements used in vessels of the period, and the book should be widely consulted.

BERGENS SJØFARTSMUSEUM, Årshefte 1953, 40 pp., ill. Bergen, 1954.

The latest issue of this yearbook features an article on the Bergen marine painter, Frederik Martin Sørvig, written by the Danish authority, F. Holm-Petersen. Sørvig, born in 1820, was noted for his beautiful aquarell portraits of shipping. The article lists his paintings in Norway and in Denmark, and also gives a list of other marine painters. It is illustrated with examples of his work, unfortunately not in color.

LONGRIDGE, C. Nepean, "The Anatomy of Nelson's Ships," xii, 283 pp.; 76 pl, 183 figs, 12 plans; index. Percival Marshall & Co.Ltd., London, 1955. Price three guineas (\$8.90).

The late Dr.Longridge was a ship modeler who combined thoroughness of research with extreme patience and skill in execution. His CUTTY SARK was an outstanding model which resulted in a two-volume book describing how it was done; next he turned to HMS VICTORY and put in 12,000 hours producing a frame-and-plank model. This book tells how he did it, and anyone else with the inclination can use it to duplicate his work, or as a general guide in making a similar model of any other vessel of the period.

The book provides a full set of plans of VICTORY in her Trafalgar appearance, designed and drawn by G.F.Campbell to the scale of 1/16-in.to the foot. Mr. Campbell also drew the text illustrations to the designs of E.Bowness, editor of "Ships and Ship Models." The illustrations include photographs of the model, her prototype, and the late IMPLACABLE, a contemporary.

Quite apart from the model-making point of view and the hundreds of jigs, dodges, and workshop hints that Dr.Longridge has provided, the book will prove extremely useful for anyone attempting to visualize the construction, rigging, and internal arrangements of a ship of Nelson's time. Short of a visit to the actual ship herself at Portsmouth, the book is the best source of information available, and it should be studied both before and after such a visit for the best understanding of what is to be seen.

LOTT, Arnold S., "A long line of ships; Mare Island's century of naval activity in California," xiv, 268 pp; 142 ill; pict. end papers. U.S.Naval Institute, Annapolis, Md., 1954. Price \$4.95.

Mare Island Navy Yard, located just off Vallejo in San Pablo Bay, to the north of Oakland and San Francisco, was commissioned by Commander David G. Farragut on 16 Sept.1854. Since that time it has been the U.S.Navy's principal base on the Pacific Coast and has built over 200 naval vessels.

The selection of Lt.Comdr.Lott to write the centennial history of the yard was a particularly fortunate choice, as he has produced a book several cuts above the usual shipyard history. His method is to present the material chronologically in the form of annals, but he manages to avoid

most of the pitfalls usually associated with this style. An oldtimer in the Navy (he has put in 23 years and has the permanent rank of Yeoman), he has a real feeling for the old time ships, and his lists of merchant vessels that carried cargo to the Yard in the early days or put in for repairs read like blank verse.

The book unfortunately lacks both a bibliography and an index. It gives complete lists of commandants and of the vessels built at the Yard. The illustrations (except for the pen sketches at chapter ends) add greatly to the historical interest of the book.

"F L : Die Geschichte einer Reederei," 228 pp; 26 ill. Hans Dulk, Hamburg, 1954. Price DM 28 (\$6.60).

Here at last is the full history of the house founded in 1828 by Ferdinand Laeisz to trade with South America, which grew into the great "Flying P Line" of sailing vessels in the nitrate trade from Chile. It is the product of the joint authorship of Dr.Paul Rohrbach, Captain Hermann Piening, and Daptain Fred Schmidt.

Ferdinand's son Carl joined him in the business, and in 1857 they built the bark PUDEL, named after Carl's young wife, Sophie, who was nicknamed "Poodle" for her curly hair. So began the custom of giving all the firm's ships names beginning in P. In 1911 the firm started the Afrikanische Frucht-Compagnie in the West African banana trade.

The book lists 78 sailing vessels owned between 1840 and 1914; there were 16 under the P-flag in 1914. Nitrate freights were high right after the Armistice, and the Laeisz line bought back six of their sailing vessels from the Reparations Commission and built PRIWALL and two steamers. (The book is in error in stating that PRIWALL was ex-POLA; POLA was delivered to France and renamed RICHELIEU.) In 1926 they built PADUA, the last commercial four-masted bark ever built, and around the same time acquired PELLWORM, which is not mentioned in the book.

In 1939 the firm owned the four-masted barks PRIWALL and PADUA, two nitrate steamers, five banana boats, and two other motorships. In 1954 they had five refrigerated motorships in the banana trade and two more building.

All this, together with the collateral business interests of the owners, is a lot of ground to cover in a volume of this size; obviously, individual ship histories had to be slighted in order to present the broad picture. The illustrations for the most part are of people.

'BALCLUTHA' TURNS THE CENTURY AND ACQUIRES UNITED STATES REGISTRY

As our contribution to the San Francisco Maritime Museum's current effort to re-store the full-rigger PACIFIC QUEEN to her day's condition, we have been digging a little into the history of the vessel. There was a good general account of her by Harold Huycke in "American Neptune" for 1944, and all we can add is some detail; here are her doings from 1899 to 1902.

Robert McMillan of Dumbarton, for whom the ship was built as BALCLUTHA in 1886, returned to shipbuilding at Dumbarton in a couple of years, leaving the ship, as well as his later steamers VORTIGERN and KENTIGERN, to be managed by a nephew, E.P. Babbie of Glasgow. McMillan owned all 64 shares himself, and he kept a close watch on the earnings of his vessels. In 1899 the BALCLUTHA was sent to San Francisco with a cargo of jute from Calcutta. On the way, in 37 S, 84 E, a baby girl was born to the wife of Captain Durkee, and after the ship arrived at San Francisco, 112 days out, on 27 May, she was christened Inda Frances Durkee. (She is now Mrs. Carroll L. Dunn, of New Hampshire.)

The West Coast lumbermen at this time were in the market for suitable tonnage to carry lumber to Australia, where the great Broken Hill mine at Port Pirie was consuming vast quantities of mining timbers. Within a few years, enough large wooden schooners and barkentines would have been built on the West Coast to handle this movement; but in 1899 the shippers had either to charter or to buy. And so when BALCLUTHA came on the market at a reasonable figure, they snapped her up. The operators of the Port Blakely, Port Ludlow, and Port Gamble sawmills on Puget Sound were the chief backers of the new ownership of BALCLUTHA, working through the firm of J.J. Moore & Co., of San Francisco, who acted as brokers in selling the cargo to Australia and also loaded the vessels with coal on the return trips through a contract with the Southern Pacific R.R., which had not yet converted to oil-burners.

Meanwhile, word came back to Glasgow of the sale to American subjects, and BALCLUTHA's registry was cancelled on 24 April 1900. She delivered her pit-props at Port Pirie, shifted round to Newcastle for a cargo of coal, and sailed for San Francisco. Congress was now deliberating on the problem of organizing the government of the Territory of Hawaii, and the final Act, approved 30 April 1900, provided that all vessels owned by Hawaiian or American citizens under the Hawaiian flag on 12 Aug. 1898, and in addition the STAR OF ITALY, WILL-SCOTT, FALLS OF CLYDE, EUTERPE, STAR OF FRANCE, and STAR OF RUSSIA, should be granted United States registry.

BALCLUTHA arrived at San Francisco on 9 June under Captain George A. Hatfield, and went back up to Puget Sound after her coal was unloaded, for another cargo to Port Pirie. At the next session of Congress, iden-

tical bills were introduced by Congressman Kahn of San Francisco and Senator Foster of Washington, granting American registers to the ships BALCLUTHA and ANTIOPE and steamer MANAUENSE. The Senate Committee on Commerce, in reporting out their bill favorably on 19 Feb. 1901, stated that the BALCLUTHA was the only Hawaiian-owned vessel under the Hawaiian flag since 12 Aug. 1898 that had not been granted a U.S. register, and that she was then operating under a certificate of protection ("sea letter") issued by the Collector at Port Townsend in accordance with Art. 62 of the customs regulations.

The House Committee on Merchant Marine & Fisheries reported out their bill on 25 Feb. 1901, and recommended postponing action on ANTIOPE and MANAUENSE (neither of which ever acquired U.S. registry). But they recommended favorable action on BALCLUTHA, which had been transferred by Spencer to the Pacific Colonial Ship Co. on 2 Aug. 1900, and was then on her way back to Honolulu via Newcastle. A neat piece of legislative operation jammed the House bill through both houses of Congress on the last day of the session, and it was still officially Saturday, 2 March, when, early on the morning of 4 March, a message from President McKinley reported he had signed the bill on 3 March.

BALCLUTHA arrived at Honolulu on 2 June—a historic occasion, since it ended the flying of the Hawaiian flag as a symbol of sovereignty. On 19 June she was enrolled as an American ship; on 2 July she exchanged her enrollment for a register, and the next day she sailed for Puget Sound. She loaded at Port Gamble for Melbourne, leaving Port Townsend about 9 September; apparently Captain Hatfield was delayed there several days waiting for a mate.

Melbourne proved unhealthy for the ship; one of the crew was left in the hospital there, with his back wages and a month's extra pay, and Captain Hatfield died in the hospital of sunstroke. A relief master, sent out by steamer, died en route and was buried at Pago Pago. A new mate, B. Bremer, brought the ship back to San Francisco and was continued in command by the Alaska Packers, to whom the ship was chartered for the 1902 packing season.

In April 1903 the Pacific Colonial Co. was dissolved and the property in each ship divided into 4300 shares, 2158 to the Puget Sound Commercial Co. of Port Gamble, 1075 to Charles Hirsch, 890 to the Holmes Investment Co., and 177 to the Port Blake-ly Mill Co. Port Gamble thus was BALCLUTHA's home port until the Alaska Packers

bought her in 1905 after she was ashore in Alaska.

SAILING SHIP NEWS

C.A. THAYER, 3m. sch. Reported sold in Nov. by Capt. J.E. Shields to become bar and dance hall on beach at Quilcene, Wash. CONSTELLATION, U.S. Frigate. Gov. McKeldin of Maryland put \$50,000 in his 1955-56 budget as a start toward getting her mounted in concrete at Fort McHenry, Baltimore.

CUTTY SARK, Br. ship. 10 Dec. was moved by tugs GONDIA and JAVA into her permanent berth at Greenwich, from her anchorage at Blackwall.

JUAN SEBASTIAN DE ELCANO, Span. aux. 4m. T/S tr. sch. 30 Dec. arr. Charleston, S.C., from Dominican Republic for a four-day visit.

LAWHILL, Port. 4m. bk. In Dec. was reported beached at the head of the bay (Matola River), Lourenco Marques, Mozambique, and abandoned. Her rigging was in fair shape, but her hull was far gone.

MADALAN, Port. aux. bgn. Was fined \$12,000 and ordered to refund \$3425 in fares for bringing 12 passengers without visas. Later had penalty cancelled except for \$1000 when it was ruled 11 men were seamen. The 12th was a woman. 5 Jan. sailed from Providence; fouled a shed roof with her jibboom. 1 Feb. arr. St. Vincent.

PAMIR, German aux. 4m. tr. bk. 10 Feb. sailed from Hamburg for Buenos Aires.

ROYAL CHARTER. Br. aux. ship. Wrecked 26 Oct. 1859 off Anglesey. Wreck recently located by skindivers of Merseyside Sub-Aqua Club.

ST. ROCH, Canad. aux. ketch. 12 Oct. arr. Vancouver; to be preserved as relic.

SCOTTISH LADY, 4m. sch. In Nov. was being dismantled at British Columbia Marine Ways.

SIGYN, Finn. bkn. In Sept. was making a movie off Åbo; left Åbo 17 Aug. and towed back to her moorings on 4 Oct.

TELLUS, Peruv. bark. Reported made into a floating night club at Callao under the name MALABOO.

(With thanks for items to Gordon Jones, Bob Goddard, J.S. McCullough, Elizabeth Boulton, and Andy Nesdall).

Alan Villiers recently showed his color film of his 1954 voyage in the Coast Guard training bark EAGLE. The world premiere was to members of the National Geographic Society at Constitution Hall in Washington, D.C., with another showing to the Coast Guard cadets at the Academy in New London, Connecticut.

BRASSEY, MRS., "Around the world in the yacht SUNBEAM."

In the last generation the number of sea voyages made (and written up) by amateurs in their own boats has grown out of all proportion to the number made by seamen engaged in the prosaic business of earning a living. The two individuals who by their seafaring and writing are probably more responsible for this rash of seagoing vagrants than any others are Lady Annie Brassey and Captain Joshua Slocum. It was Lady Brassey who first introduced the reading public to the fact that it was easy to tour the world in one's own vessel, and Captain Slocum proved that it was not necessary to be a millionaire to do it.

Lady Brassey was born Annie Allnutt in 1839, was raised at Clapham and in London, and in 1860 married Thomas Brassey. Then 23, her husband was the son of Thomas Brassey (1805-1870) who built up an immense fortune as a railroad contractor, first in Britain, then in France, and later in Canada, India, South America, and Australia. The younger Brassey was educated at Rugby and Oxford, and it was decided that he should enter politics instead of the family business. After three defeats, he was returned as Liberal member of Parliament for Hastings in 1868. He held the seat until he was elevated to the peerage in 1886.

Brassey was keenly interested in the sea and the Navy; he served as civil lord of the admiralty from 1880 to 1884 and then for a year as secretary to the admiralty. In 1872 he and Mrs. Brassey made a cruise in the Mediterranean, which she wrote up as "A cruise in the EOTHEN 1872," and printed privately in 1873. The next year he placed an order for a larger yacht with Bowdler, Chaffer & Co. of Seacombe, Liverpool, and the result was the SUNBEAM. Rigged as a three-masted topsail schooner, she was composite, teak plank over a wrought-iron frame, and measured 159 x 27.6 x 13.9 feet in registered dimensions. She was 334 gross tons and had an auxiliary compound steam engine.

On their first deep-water voyage in the SUNBEAM, the Brasseys left the Thames on 1 July 1876, having on board their four children; S.T.S. Lecky, the navigation expert; A.Y. Bingham; a surgeon; two other guests; and a crew of 32. The itinerary was Madeira, the Canaries, Rio de Janeiro, Buenos Aires, Magellan Strait, Valparaiso, Tahiti, Honolulu, Tokyo, Hong Kong, Singapore, Colombo, Aden, Suez, Gibraltar, and home. Off the Plate they rescued the crew of the Sunderland bark MONKSHAVEN, which was on fire

through spontaneous combustion in her coal cargo. A week later the shipwrecked mariners, less one who shipped in the SUNBEAM, were placed aboard the ss ILLIMANI in Magellan Strait.

The voyage ended at Hastings on 27 May 1877. The following year Longmans, Green in London and Henry Holt in New York brought out "Around the world in the yacht SUNBEAM; our home on the ocean for eleven months." It was illustrated "chiefly after drawings by the Hon. A.Y. Bingham." Both publishers produced several editions of the book in the next few years, and there were editions in the '90's by J.W. Henry of Chicago, C.E. Brown of Boston, and J.W. Henry of St. Louis.

Pasted into our copy is a contemporary review, which complains that the author "has forgotten to describe the best things. ... The trouble is that the reader is asked to see not what she saw, but the circumstances under which she saw everything." But it is just this quality which makes the book worth reading as an account of an ocean voyage, and it is evident from the number of editions that Victorian readers did not share the reviewer's opinion.

Few authors, having hit on a formula, drop it readily, and Mrs. Brassey was no exception. "Sunshine and storm in the east, or cruises to Cyprus and Constantinople," appeared in 1880, published by Holt and Longmans, Green, and with illustrations again by Bingham. For the next cruise a different artist was shipped, and the same two publishers brought out "In the trades, the tropics, & the roaring forties; 14,000 miles in the SUNBEAM in 1883," illustrated by R.T. Pritchett, in 1885. In 1887, Longmans, Green published a three-decker "Lady Brassey's three voyages in the SUNBEAM;" her husband's elevation to the peerage may have influenced the new packaging.

In 1886 another cruise to the East was made. Lord Brassey took the SUNBEAM out from Portsmouth, while Lady Brassey and her daughters joined him at Bombay via P. & O. steamer. Then the SUNBEAM called at Karachi, Rangoon, Borneo, Macassar, Adelaide, Melbourne, and Sydney. Lady Brassey's health was failing; her last journal entry was made on 29 August at Thursday Island; and on 14 September 1887 she died and was buried at sea in 15-50 S, 110-38 E, between Port Darwin and Rodriguez.

The SUNBEAM continued home via Algoa Bay, Cape Town, the Cape Verdes, and the Azores. Her boiler gave out off the Azores, and she made Portsmouth under sail on

14 December under tow. Lady Brassey's diary was turned over to Lady Mary Ann Barker Broome, who is identified as having helped Mrs. Brassey with her first published SUNBEAM book. With this editing, and with a memoir and appendix by Lord Brassey which told something of the author and finished the account of the voyage, it was published in New York and London in 1889 by Longmans, Green as "The Last Voyage."

Brassey also wrote extensively of his voyaging in SUNBEAM, which he sailed himself under a Board of Trade yachtmaster's certificate. He regularly contributed an abstract of each voyage to the "Times," in which he would point out the suitability of SUNBEAM (which could carry coal enough for only 10 hours' steaming at 9 knots) as a naval vessel on remote foreign stations, and he also privately printed longer accounts. One such was "11,506 knots in the SUNBEAM in 1883; Malta, Gibraltar, Madeira, West Indies, Bermudas, and Azores," by Spottiswoode & Co., London, 1884. Then there was "The SUNBEAM R.Y.S.," published by John Murray in 1917.

He was also a prolific writer on international and empire affairs, and in 1882 produced "The British Navy," in several volumes. In 1886 he started "The Naval Annual," which is still issued, and which was edited for many years by his son, Thomas Allnutt Brassey (1863-1919). He was governor of Victoria from 1895 to 1900 and became an earl in 1911. He died in London in March 1918.

The SUNBEAM lasted until 1930, when she was broken up by Thomas Wards Ltd. at Morecambe, Cumberland. A SUNBEAM II, built in 1929 for Lord Runciman as a diesel auxiliary barkentine is now a Swedish training ship, laid up at Stockholm.

Two other old Sunbeams (at least) were authors in their own right. Squire T.S. Lecky brought out his famous "Wrinkles in Practical Navigation" in 1881 or 1882 with a dedication to Lord Brassey. The book went through more than a score of editions and may still be in print. R.T. Pritchett, at that time marine painter to the Royal Thames Yacht Club, was the author of "Pen and pencil sketches of shipping and craft all round the world," published by Edward Arnold of London in 1899. Pritchett had taken part in both the 1883 and 1886 voyages in SUNBEAM, and he also dedicated his book to Lord Brassey. A drawing of SUNBEAM was included as one of the sketches, and Pritchett in his introduction mentions the opportunities to see native craft while voyaging in the schooner,

IRISH PENNANTS

MORE ON PENDLETON WOMENFOLK--On page 77 of this volume we expressed uncertainty as to the identities of Brina and Anna Pendleton, for whom schooners were named. Captain Harold G. Foss writes that Brina was Sabrina, wife of Fields C. Pendleton, while Anna was the wife of Guilford D. Pendleton.

MORE ON GOSS AND SAWYER-- Andy Nesdall sends us a photostat copy of a broadside listing vessels built by Goss & Sawyer of Bath (see page 85). It extends through 1881, the last vessel, no.141, being the schooner TAMOS, and is now preserved in the Old State House Museum in Boston.

Apparently prepared for advertising purposes, it gives launching dates and full dimensions. Careful comparison with our earlier list shows a few discrepancies in spelling, and the following significant differences:

F.I. MERRYMAN, GLENDALE, MARY E. RANKIN, and MARCIA S. LEWIS are all listed as rebuilt with a deck added.

Schooner MARY J. CASTNER of 1877 is not listed.

The four vessels built in 1866 are all credited to Goss & Sawyer; no.1 on the list is JOHN CROOKER, launched 27 Feb. 1866.

ARGOSY OF GEOGRAPHY IDENTIFIED?-- For many years the National Geographic Society has reproduced and distributed a photograph of a bald-headed wooden bark, taken "in the Gulf Stream" by Dr. John Oliver La Gorce on 26 April 1920. It appears, for example, on page 64 of volume 2 of the 1951 cumulative index to the magazine.

We had always assumed that this vessel was a Scandinavian, as she does not look American or Canadian, but recently we discussed the matter with Alan Villiers. He promptly suggested the Spanish bark GUADALHORCE. Harold Huycke has just finished abstracting the sailing vessel passages from "Lloyd's List" 1919-1923, and from the copy he sent us we learn that GUADALHORCE sailed from Cadiz for Las Palmas on 28 Feb. 1920, and from New York for Las Palmas on 29 May 1920.

With quick dispatch at New York in May, she very well could have been in the Straits of Florida heading north on 26 April 1920, and a photo that Harold lent us agrees fairly well with the "Argosy of Geography" photo. We would appreciate having any comments on this matter, either confirmatory or contradictory.

SAILING VESSELS BUILT IN THE UNITED KINGDOM, 1879
(All IRON unless noted otherwise)

Osbourne, Graham & Co., Hylton, Sunderland
 EIVION Bark 1167 N.Wales Shipp.Co.Lim., Carnarvon. Burned Oct.1904.

Wm. Pickersgill & Sons, Southwick, Sunderland
 JESSIE (WOOD) Bktn. 257 J. & J.Denham, Greenock. Wrecked 18 Feb.1893

Robert Thompson Jr., Sunderland
 CUMBRIAN Bark 1083 Peter Iredale & Co., Liverpool. Hulked 1911.
 LADY ELIZABETH Bark 1208 John Wilson, London. Hulked Falklands' 13.

R. Craggs & Sons, Tees Dockyard, Middlesbro'
 ISABEL CRAGGS Bark 770 Builders, Stockton
 MARGARETHA C.H.H.Winters, Elsfleth. Wrecked Dec.1895.

John T. Crampton, Portsmouth
 ENTERPRISE (WOOD) Bktn 285 Builder (a square-bilged barge model)

W. Date, Kingsbridge, South Devonshire
 HILDA (WOOD) Bktn 264 John W.Hill, Salcombe. Lost Bahamas Sept.1880

J. Slade & Sons, Polruan, Fowey, Cornwall
 E.S.HOCKEN (WOOD) 296 John H. Hocken, Fowey (a two-topsail 3m.schooner)

Thomas Royden & Sons, Queen's Pier Head, Liverpool
 LORNTY Ship 1774 Louis H.McIntyre & Co., Liverpool
 ATLAS 1887 (barge, of Boston)
 CONEMAUGH 1902 J.M.Guffey Petr.Prod.Co., Galveston. Scrapped '41-'51.

Whitehaven Shipbuilding Co., Whitehaven
 AVENGER Ship 1403 Wm.Grice & Co., London. 1904 ashore; floated 1916.
 JOHN H. KIRBY 1916 W.B.Gillican, New Orleans. Sunk by WOLF 5 Nov.1917.

R. Williamson & Son, Harrington
 OWEENEE Bark 1145 Bartholomew McCorkell & Co., Londonderry Missing '82.
 OAKHURST Bark 1068 Builders, Workington
 GERMAINE 1927 R.K.Bager, Marstal. Scrapped 1933, Italy.

Russell & Co., Port Glasgow
 CROMARTYSHIRE Ship 1554 Thomas Law & Co., Glasgow. Wrecked 24 Oct.1906.
 FALLS OF BRUAR 4m.S. 1808 Wright & Breckenridge, Glasgow. Lost 2 Sept.1887.
 PEEBLESHIRE Bark 916 Thomas Law & Co., Glasgow
 BERGLIOT (Norwegian) Lost 2 May 1906 on Lombok.

H. Murray & Co., Port Glasgow
 EUPHRATES 4m.Bk 1716 R. Hill & Co., Greenock. Dismasted & abnd.Jan.1912

Birrell, Stenhouse & Co., Dumbarton
 DAVID LAW Ship 1584 David Law, Glasgow. Abandoned afire Sept.1880.
 TRAVELLER Ship 1492 Richard C. Haws, Liverpool. Lost Feb.1897.

Archibald McMillan & Son, Dockyard, Dumbarton
 MACLEOD Ship 1611 Builder
 GANTOCK ROCK 1890 James Cornfoot, Glasgow. Broken up 1923
 MACMILLAN Ship 1507 Builder (had 196-ft double bottom; sister to MACLEOD)
 OCEAN (Russian)

Barclay, Curle & Co., Whiteinch, Glasgow
COUNTY OF ABERDEEN 4mS 1943 R. & J. Craig, Glasgow. Missing since Dec.1884.

Charles Connell & Co., Scotstoun, Whiteinch, Glasgow
COMUS Bark 733 Hugh Barton & Co., Glasgow
ORLEANS 1899 Capt.Michaud, Nantes. Foundered June 1909.

Alexander Stephen & Sons, Linthouse, Glasgow
TABASCO Bktn 220 Jencquel freres, Bordeaux

Alexander Hall & Co., Footdee, Aberdeen
QUATHLAMBA Bark 495 John T. Rennie & Son, Aberdeen
HAZEL CRAIG 1901 J.J.Craig, Auckland, N.Z.
WHITEPINE 1908 G. Nicol, Auckland. Hulked Melbourne 1922.

Walter Hood & Co., Aberdeen
SOPHOCLES Ship 1176 Geo.Thompson & Co., Aberdeen. Broken up 1925.

Alexander Stephen & Sons, Dundee
VICTORINE Ship 1259 A.D.Bordes, Bordeaux. Sunk by sub., 1917.

Harland & Wolff, Belfast.
LORD DUFFERIN Ship 1778 Thomas S. Dixon & Sons, Belfast
JUPITER (Danish) Broken up in Germany, 1910.

A. McLaine & Son, Belfast
ULSTER (WOOD) Bktn 299 W.P.Coleborn & Co., Liverpool Missing Jan.1892.

UNITED KINGDOM LISTS RESUMED

It is with a great deal of pleasure that we resume publication of lists of sailing vessels built in the United Kingdom before 1880. The basic lists are made possible through the cooperation of Andy Nesdall, who has dug launching lists since 1875 out of the files of "Mitchell's Maritime Register" in the Boston Public Library.

As before, Captain Harry Daniel of Montevideo has supplied most of the information on losses from his extensive files.

In the above list for 1879, and in the earlier lists to come, we have attempted to give original name, rig, and gross tonnage, owner for whom built, and original hailing port. When a name was changed, we have sought to give the year and the owner who changed the name. And finally the ultimate fate has been briefly stated.

We have attempted to include all vessels of 250 gross tons and upwards, and we shall include a few smaller vessels, particularly if they are iron or if they are products of a yard that also built larger vessels.

One minor mystery turned up while the 1879 list was being prepared. Two launch-

ing lists agree that Stephen of Dundee launched a bark ATHERNIE CASTLE on 15 Dec. 1879. However, she is not listed in the book "Stephen of Linthouse," and her name cannot be found in 1880 Lloyd's or the Mercantile Navy List, both of which were consulted in the compilation of our 1879 list.

The year 1879 was a very poor one for the building of sailing vessels, and the largest was the four-masted ship COUNTY OF ABERDEEN, 1943 tons.

Two vessels later American were the AVENGER, which lay ashore in the Gulf of Mexico off Mobile from 1904 to 1916, and the LORNTY, which was abandoned at Baltimore as a barge in 1941 and was salvaged at Port Covington in 1951 still two-thirds full of oil.

E.S.HOCKEN, according to Greenhill's "Merchant Schooners," came out as a three-masted two-topsail schooner (square topsails fore and main: a rare rig), but was soon turned into a barkentine. MACLEOD and MACMILLAN had identical dimensions, but the latter's double bottom was not counted in her tonnage.

EUPHRATES was an identical sister of BENARES in lines and rigging plan.

Statistics from the Thober list, continued from page 12.

State Built	1876	1877	1878	1879	1880	1881	1882
Maine	52	58	33	17	15	24	23
New Hampshire		1					
Massachusetts	7	17	8		1	4	2
Connecticut		1		1			
New York		3	2		1		
New Jersey	1	1		1			
Delaware		2	1		1		
Maryland			2				
California	1					2	1
Oregon	1					1	2
Washington	3		1		2	3	4
TOTAL	63	85	47	19	20	34	32
SHIPS--number	31	41	14	7	8	15	15
tonnage	48,188	63,698	23,606	11,788	12,760	27,674	28,702
largest	2187	2208	2110	2179	1988	2218	2281
smallest	1144	349	1375	1254	1110	1271	1339
BARKS--number	23	39	30	8	7	10	3
tonnage	19,252	27,163	23,084	7,227	5,955	8,656	2,246
largest	1175	1472	1459	1572	1648	1448	962
smallest	338	179	177	367	293	298	589
BARKENTINES--no.	9	5	3	4	5	9	14
tonnage	5,109	2,779	1,652	2,233	2,904	4,713	8,031
largest	772	666	785	741	667	694	699
smallest	423	376	387	349	471	335	348

State Built	1883	1884	1885	1886	1887	1888	1889
Maine	23	11	9	3	2	1	4
Massachusetts	1	1					1
New Jersey	1						
Pennsylvania	2	1					
Maryland		1	1			1	2
California	1						
Washington	1			2	2		1
TOTAL	29	14	10	5	4	2	8
SHIPS--number	16	7	4				1
tonnage	31,946	16,015	7,537				3,185
largest	2364	2583	2455				
smallest	1593	1838	1274				
BARKS--number	3	2	2	1	1	2	1
tonnage	3,198	1,850	1,510	325	314	1,413	1,028
largest	1566	1233	835			723	
smallest	700	617	675			690	
BARKENTINES--no.	10	5	3	4	3		6
tonnage	5,597	3,152	2,030	2,282	1,898		4,059
largest	695	700	790	644	678		721
smallest	390	569	542	515	604		615
FOUR-MASTED BARK--no.			1				
tonnage			2,629				

(There was also a four-masted bark of 2516 tons included among the ships of 1874 on page 12. Without her there were 46 ships totalling 70,001 tons, the largest of 2220 tons)

The 1873 figures were altered by transposing a bark to the barkentine column. The correct totals are 23 barks of 16,531 tons (smallest 410 tons) and 15 barkentines of 7,183 tons.

LOG CHIPS

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State Built	1890	1891	1892	1893	1894	1895	1896
Maine	11	7	4	1	2		1
Massachusetts	1			1			
New Jersey			1				
California	1		2				
Oregon	1	1			1	1	1
Washington	1	1	1				
TOTAL	15	9	8	2	3	1	2
SHIPS--number	2	1		1			
tonnage	3,925	2,495		2,124			
larger	2043						
smaller	1882						
BARKS--number	2	1		1			
tonnage	1,936	1,669		1,141			
larger	1253						
smaller	683						
BARKENTINES--no.	8	3	3				
tonnage	6,120	2,285	1,777				
largest	889	777	686				
smallest	658	750	413				
FOUR-MASTED BARKS	1	1	1		1		
tonnage	3,407	2,745	3,539		3,005		
4-MASTED BARKENT.	2	3	4*		2	1	2
tonnage	1,516	2,069	4,572*		1,528	692	1,649
largest	850	879	1469*		944		941
smallest	666	499	940		584		708

State Built	1897	1898	1899	1900	1901	1902	1870-1902
Maine		1	3	1	2	1	533
California			2	1	4	5	22
Oregon	1			1			15
Washington					4	1	33
TOTAL	1	1	5	3	10	7	775

(Included in the 775 are the following other state totals: New Hampshire, 7; Massachusetts, 119; Connecticut, 6; New York, 13; New Jersey, 7; Pennsylvania, 4; Delaware, 5; Maryland, 10; and South Carolina, 1)

SHIPS-- none built 1897-1902. 302 of 488,433 tons; largest 3185, smallest 349

BARKS-- no.		1					261
tonnage			1,570				196,651
largest							1669
smallest							177
BARKENTINES--no.			2	1			169
tonnage			1,564	755			94,862
largest			890				890
smallest			674				223
FOUR-MASTED BARKS		1	2	1	2	1	13
tonnage		2,998	6,415	3,292	6,662	3,381	40,589
largest			3209		3374		3539
smallest			3206		3288		2516
FOUR-MAST BKTNS.	1			1	8	6	30
tonnage	651			1,187	8,739	6,720	29,323
largest					1274	1554	1554
smallest					891	899	499

*the four-masted barkentine total for 1892 includes OLYMPIC of 1469 tons; without her the largest barkentine was 1192 tons that year.